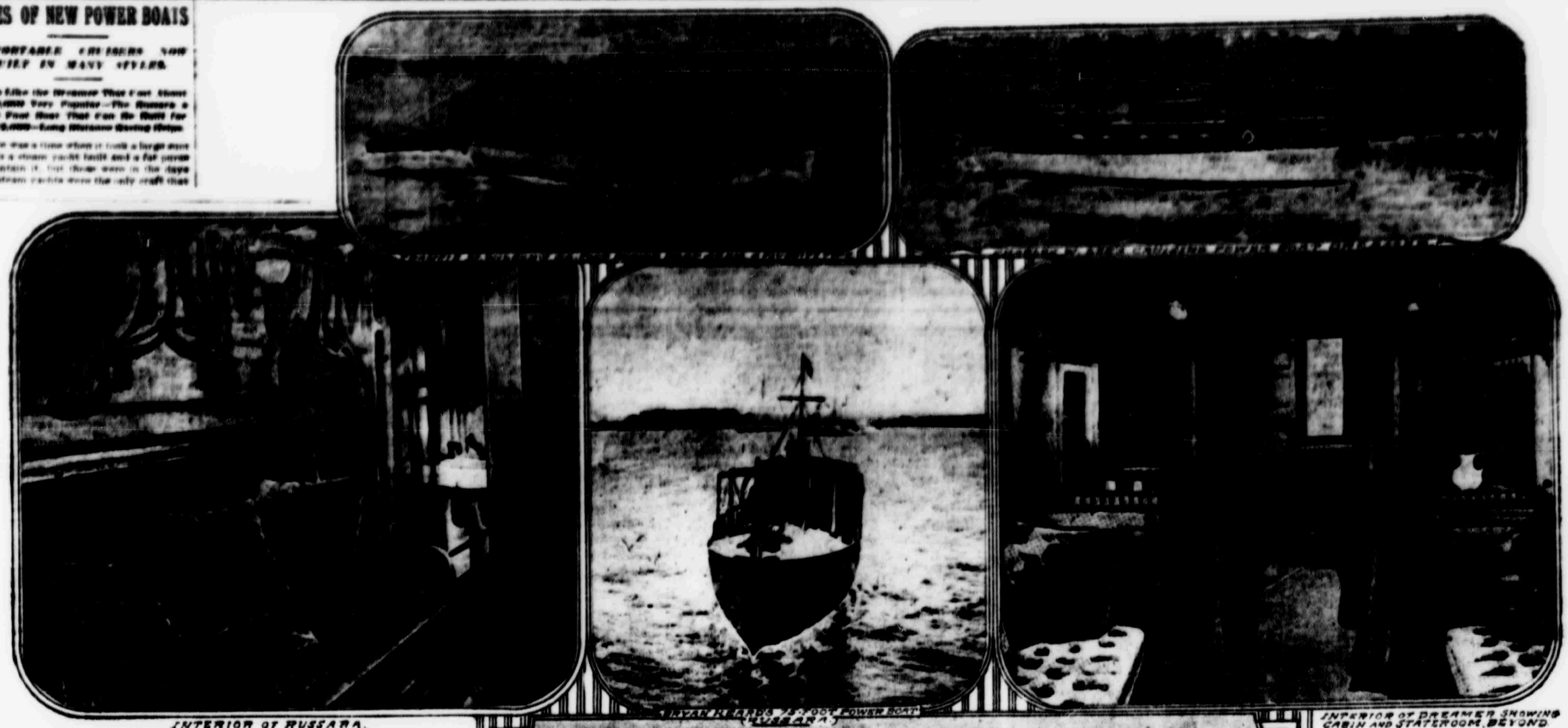
TYPES OF NEW POWER BOATS

COMFORTABLE CRUISERS NOW BUILT IN MANY STYLES.

Yachts Like the Dreamer That Cost About $8,000 Very Popular—The Russara a 70 Foot Boat That Can Be Built for $15,000—Long Distance Racing Helps.

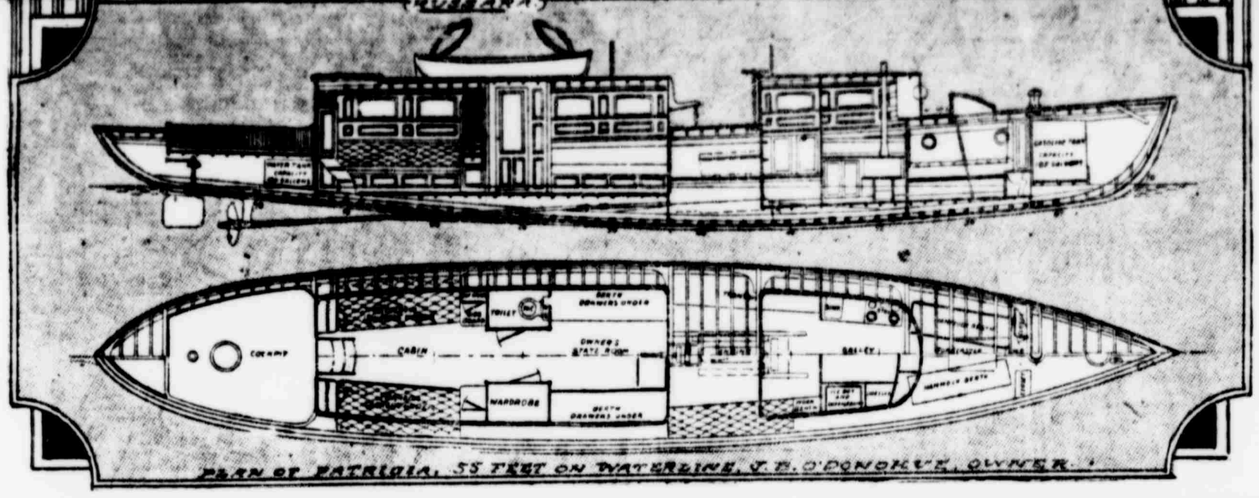
There was a time when it took a large sum to have a steam yacht built and a fat purse to maintain it, but those were in the days when steam yachts were the only craft that



INTERIOR OF RUSSARA.

PLAN OF RUSSARA, 70 FOOT POWER BOAT

INTERIOR OF DREAMER SHOWING CABIN AND STATEROOM BEYOND.



PLAN OF PATRICIA, 55 FEET ON WATERLINE, J. B. O'DONOHUE, OWNER.

a man wanted who wished to run on schedule time. The gasolene engine has changed all this and the motor boat is the thing just now for the man of moderate means. Of course those who want every luxury, speed, comfort and lots of accommodations still favor the floating palaces, and for vessels over 100 feet in length the steam engine is the thing, but when a man wants a yacht under that size he can get a vessel that is cheaper to build, has more accommodation and costs less to run by building a craft equipped with a gasolene engine.

A steam yacht of about 100 feet long, or say 85 feet on the water line, will cost about $25,000 to build and about $5,000 a year to maintain. This vessel will have accommodations for six persons. A motor boat with accommodations for the same number of persons can be built for $12,000 and can be run for very much less.

One reason for this is that in a steam yacht the engines, boilers, coal bunkers and crew accommodations occupy considerable space in the hull of the vessel, while in a motor boat there are no boilers and the motor will require about half the space of a steam engine. There are no coal bunkers, the gasolene being stored in the tanks below the deck, and consequently there is more room for the owner and his guests.

In figuring the cost of running a steam yacht and comparing it with a vessel propelled by a gasolene motor there is a great saving in favor of the gasolene boat. On a steam yacht a licensed captain and a licensed engineer are necessary. They are not needed on a small gasolene boat. The engine requires such little attention that one man can look after it. No firemen are required to shovel coal into the furnaces and the engineer is often a man who can handle the craft and attend to the motor at the same time.

When the owner wants to make a trip it is not necessary to start the fires going some time before the yacht is to start and so burn up coal while at anchor. It is the same when coming to anchor at the end of a day's run. The engines are stopped and the consumption of gasolene ceases. There are no fires to bank and no burning of coal while the yacht is tugging at her anchor chains and as a result of this there is less heat in the interior of the vessel, less dirt and less noise. The cost of fuel is about the same, but on a motor boat there is much saving because the fuel is not wasted.

There are motor boats 15 and 18 feet in length that are used for running about on smooth waters by their owners. Then there are craft that are larger and that are well adapted to running along the coasts and doing well even when it is blowing somewhat. Then there are cruising craft which have cabins and can make extended cruises along the coast. Next to these come the small cruisers that are comfortably equipped, having staterooms, a cabin and good roomy deck.

One of the most popular types of motor boats that have been turned out are those of the Dreamer and Patricia model. Charles W. Lee owns the Dreamer, which is the third of her name and now he is to have a fourth built and J. B. O'Donohue owns the Patricia. These boats and others of the type were built from designs by Henry J. Gielow. TFey measure 61 feet on deck, 54 feet on the water line, 10 feet 9 inches beam and draw 3 feet 3 inches. There are two deckhouses and the hull is tied across between the two, which gives additional strength. The space between these two houses is used as a sun deck from which the yachts are handled. In the forward deckhouse is the galley, forecastle and part of the engine space. The motor itself is placed under the bridge deck between the two houses and the control of the motor, the reverse and speed levers are placed alongside the steering wheel so that the helmsman has perfect control of the yacht.

In the after house at the forward end i the owner's stateroom. This has a berth on each side, a bureau at the forward end and other fittings usual to a stateroom. Aft of this stateroom is a cabin, which is fitted with wide transoms that can be used as berths when required. There is a galley and toilet room on the boat, and four persons can be easily accommodated. The motor is a 25 horse-power Standard and the cruising speed is 11 miles an hour. When forced they can go faster. There is a tank capacity of 240 gallons, which will enable the yachts to run 70 hours, or 770 miles, on one supply of gasolene.

These boats cost between $8,000 and $9,000 each. They use about 4 gallons of gasolene an hour, which costs 16 cents a gallon. So that if they are run on an average about eight hours a day it will cost about $5 for gasolene. If run every day at that rate the cost for fuel will be about $150 a month, but no yacht is run eight hours a day day in and day out. Another $5 a month will pay for lubricating oil, waste, &c. It takes two men to handle one of these boats, a combination engineer and captain and a man who will make himself generally useful and who can brew a pot of tea or get a simple meal and serve it. These two men cost $130 a month, and their board will add $40 a month more to the running expenses of the yacht. The owner's expenses are just as much or just as little as he likes to make them and depend largely on the amount of entertaining he does.

The Russara, owned by Bryan Heard, is a boat somewhat larger than the Dreamer and Patricia. It was designed by Mr. Gielow. This yacht is 74 feet over all and 65 feet on the water line. She is 13 ... beam and draws 3 feet 3 inches. This yacht has two 25 horse-power motors, which will drive her at the rate of 13 miles an hour. A boat of this size costs about $12,000 to build and takes a crew of three men. Their salaries are $175 a month, and it will cost $50 a month more to feed them. The yacht will consume about eight gallons of gasolene an hour.

The model is a handsome one and one well adapted to cruising in rough water. There is a turtle deck forward, and aft of this is a bridge fitted with fixed observation seats. Below deck there is a dining room and a galley adjoining. The motor and crew's quarters are under the bridge. Aft there is a double stateroom well fitted, a bathroom and a cabin fitted with two transom berths. This yacht is equipped with an acetylene gas plant of ten lights and has a searchlight.

A 40 foot yacht will cost about $5,000, and a boat of this size will be equipped with a 25 horse-power motor, which will consume about three gallons of gasolene an hour. She will need one man to care for her who will draw about $65 a month and 50 cents a day for his board. In a boat of this size, of which the Jean is a good type, there is one large cabin which is fitted with transom berths on which if necessary four can sleep. There is a small galley in the engine room. The cabin will be about 15 feet in length and aft will be a roomy cockpit from which the yacht will be handled.

The long distance races which have been promoted through the efforts of Thomas Fleming Day, who is an enthusiast on cruising boats, have done much to develop this type. The race that has been held for three seasons from here to Marblehead has caused several boats to be built that are under forty feet length over all and that are capable of cruising around Cape Cod, where often they have hard weather. This year seven started in this race, and the winner, the Hopalong, made the 270 nautical miles in a little more than thirty hours. She had a 26 horse-power motor and measured 37 feet over all, 33 feet on the water line and 8 feet 6 inches beam. Boats of this type cost about $4,000 to build and they are handled by their owners, who sometimes have one paid hand on board

The race to Bermuda demonstrated that yachts of moderate size can be constructed that are perfectly safe even when going out to sea. The Ailsa Craig made the 600 miles from here to Hamilton at the rate of better than ten miles an hour and ran the entire distance without a mishap of any kind.

DISCUS THROWN ONCE MORE

OLD GREEK SPORT TAKEN UP BY AMERICAN ATHLETES.

By Modern Rules the Disc Must Be Cast Pretty Much After the Manner Shown in the Statue of the Discobolus—Ancient Champions Could Hold Their Own Now.

Throwing the discus in the Greek style has received official recognition as a standard event on the American athletic championship programme, and as it is modelled after Myron's classic statue of the Discobolus henceforth poise will have to be studied by athletes. For some years a sort of go as you please rule governed the contest, and even the Greeks themselves were a trifle at sea as to the conditions of ancient times, but a little while before the Olympic games of last year the old rules were dug up and they prevailed in the stadium.

In part the same rules will be enforced here, but with a little improvement. That is, in front of the throwing box there will be a parallelogram 130 feet long and 30 feet broad and a fair throw must fall inside of this space, a restriction which will insure the discus being thrown straight

The invention of disc throwing has been assigned to Perseus, son of Jupiter and Danæ, and it ranked third in the pentathlon or all around programme. As to the exact weight of the discus in ancient times there is very little authentic information.

According to Damoas, Milo of Croton threw a disc weighing eleven pounds a distance of 90 feet, and about the same distance was credited to Ulysses and others. The discus used at the last Olympiad weighed a shade over four pounds and the record achieved was 115 feet 4 inches by Jaervenin of Finland, so that had Milo been present he would easily have held his own with the modern champion

Then as to the shape, size and material of the discus itself at different periods there is a lot of contradictory literature. As well as can be ascertained the missile in the days of Homer was a mass of rough iron called a *solos* and was used as it came from the foundry without being shaped by the hammer.

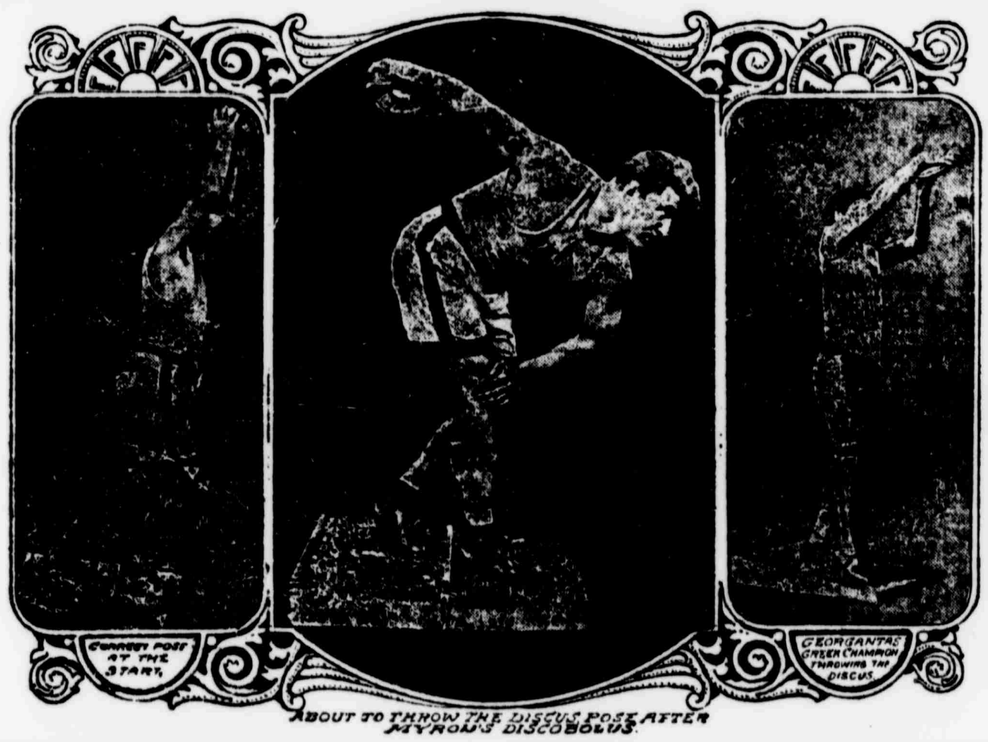
At other times the disc was made of stone and also of hard heavy wood. Most commonly it was made of copper or iron, and even to the present day specimens of the iron kind are to be found in parts of Greece. When on their way to the last Olympic games the members of the American team saw one of the old iron implements. It was at Patras, on the mainland of Greece, where the boys practised after landing from the steamer Montenegro, and a resident of the town lent the old rust eaten disc for the occasion.

In ancient times the athlete threw from a space called the balbis, which to-day has been replaced by a box of dirt graded toward the front. Then as now the thrower had to assume a certain attitude or else the throw was foul.

The right leg must be in front and slightly bent, with the weight of the body mostly on the right foot, which must rest flat on the dirt. About eighteen inches behind should be the left foot resting on the toe.

This position of the legs places the body in a cramped attitude so that it is partly powerless to impart any great momentum to the disc as it flies away. Were the legs reversed, that is, with the left foot in front, then the swing of the body would add to the force of the arm and the result would be a natural action of the muscles.

As the athlete stands in the box he should lean his body slightly forward with the discus held above his head. Then when he is ready to make the effort the body should be bent and turned slightly to the right and the hand holding the discus should be extended backward to the full length of the arm and raised level with the head.



ABOUT TO THROW THE DISCUS POSE AFTER MYRON'S DISCOBOLUS.

At this point comes the most delicate part of the throw, for the hand holding the discus should describe a downward half circle in the air, while at the same time the athlete should jump forward out of the box as if to increase the force of the projection. Any other movement but a downward swoop of the arm in the act of throwing is incorrect.

So popular did the sport become among the Greeks that the distance to which a strong hand could cast the missile became a measure of length acknowledged and ratified by usage. "A cast of the disc" was an expression as well understood in ancient times as the range of a gun became later. The same disc was used by all the competitors and each throw was marked by a stake or arrow.

Kansas Reflections on a Boston Editor.

From the Topeka Daily Capital.

Bent Murdock is always willing to say a good word for a brother editor, as can be seen from the following: "A small monthly newspaper printed in Boston is named *Our Dumb Animals*, George T. Angell being its editor. As the editor's name is printed fifty-one times in the August issue, we conclude he is not only an important blue bellied Yankee, but is greatly stuck on himself. Anyhow he belongs to the Truly Good."

IN A FOG.

Even Blind Men Lose Their Way—The Ground "Sounds Different."

Nothing has such a bewildering effect as fog. Only animals which find their way by scent can get about in it with any certainty, says *Chuma*.

Birds are entirely confused by it. Tame pigeons remain all day motionless and half asleep, huddled up, either in or just outside their houses.

Chickens remain motionless for hours during heavy fogs. No bird sings or utters a call, perhaps because it fears to betray its whereabouts to an unseen foe.

During one very thick fog a blind man was found wandering about a certain district of London.

This man was in the habit of coming up every day from a suburb, carrying notes and parcels, and had scarcely ever lost his way before. Asked why he had gone astray, for he was quite blind, and it was supposed that weather would have made no difference, he said that in a fog the ground "sounded quite differently."

FLYING NORTH WOODS HUNTERS

SKILL AND PATIENCE OF THE BIRDS OF PREY.

Feathered, Furred and Scaled Hunters of the Adirondacks—Grace of Swallows, Hawks and Herons in Their Pursuit of Game—Visitors From the Arctic.

OSGOOD LAKE, N. Y., Sept. 14.—There are thousands of hunters and fishers in the Adirondacks other than the human population. To dwell upon one of these lakes for the summer is to see a daily exhibition of the skill with which bird and beast and fish pursue their proper game.

Perhaps patience quite as much as skill has to do with the success of these feathered, furred and scaled hunters and fishers. They are at their business of catching one another much of the day and no doubt much of the night

The deer have few enemies other than man. One hears now and then the cry of the wildcats on the edge of the wilderness, and these beasts still pursue the deer. A much more persistent and annoying enemy of the deer is the hunting dog.

It is years since hounding was lawful, but it is still occasionally practised, and dogs bred for the purpose or born of the hunting race pursue deer night and day if not chained or impounded. One of the most annoying sounds of the Adirondacks is the nightlong howl of old hunting dogs tied up to keep them off the trail.

All summer long, but especially from about the first of August, the lakes are haunted by a myriad of swallows in pursuit of flies. They skim along in level flight almost upon the surface of the water, with now and then an errant dip here, and there a sudden upward slant in pursuit of their prey.

Their beautifully tinted bodies and gracefully bowed wings make a lovely picture beneath the serene skies of September, and to the eye that sees them winding in and out and back and forth in tireless flight, a hundred or more together, they seem to be weaving a web of intricate pattern over the whole surface of the water. It is a belief of the old time that the swallows fly low to the water on the eve of rain, because then the insects leave the upper atmosphere. It often happens that these birds skim the lake for hours in calm, bright weather, and when no human eye can discover a single insect hovering near the surface.

At such times the water is often dusted for considerable areas with myriads of small insects, and it is probable that the swallows fly low enough to brush these insects into the air with their wings, and then catch them in their widespread mouths. It is noticeable that the night hawk, that bird of rare, dark beauty and marvellous grace, imitates the swallow's tactics.

The night hawks appear in large numbers late in August and divide their time toward evening between the atmosphere from fifty to a hundred feet above the water and the lower strata, almost at the surface. In their higher flight they go through beautiful evolutions, now soaring with wide pinions, now making sudden ascents and descents, dodging to right or left, and all with the utmost grace.

When they skim along the surface they rarely touch the water, and it may be suspected that their great wings sweep up thousands of tiny insects into the air so that they may be easily driven into the wide, hairy mouth.

The beautiful, velvety little cedar waxwing is an insect hunter of a different type from the swallows and the night hawks. These little birds are slow in flight compared with the swallows.

They lie in wait for their prey, sitting on a tree or a stake just at the edge of the water, and making sudden sallies when they see an insect in the air. Sometimes they halt themselves in midflight with rapidly fluttering wings to capture an insect that unexpectedly appears, and often they descend to pick a fallen insect out of the water before a pickerel has had time to make its splashing leap for the prey. The waxwings are so eager in their pursuit of game that they often almost fly in the face of a rower on the lake.

Among the feathered fishermen none is more persistent or successful than the kingfisher. He is a mere caricature of a bird, with his great crested head, conspicuous white collar and stump of a tail, but he knows his business.

Perched on a tree, from ten to fifteen feet above the shallow edge of the lake, he watches patiently for his prey, and when he sees it drops like a plummet. One would think, indeed, that his body was specially weighted for the plunge, so swift and sudden is his descent.

He must play havoc with the population of the waters, for he is at his task day in and day out and all summer long. One understands why he does not exterminate the race of fishes when one sees a school of young bullpouts like a pool of ink a foot or eighteen inches across and numbering hundreds.

Fishing eagles seem scarcer this summer than in other years, but they are seen daily hovering high above the shallows of the lake, suddenly dropping, to rise often empty clawed, and at last after perhaps a dozen dives moving landward in heavy flight with the wet and glistening prey anquirm in air. It is probable that these great birds, being a fine mark for the reckless hunter, have been largely killed off, or perhaps the increasing number of featherless bipeds that fish the lakes have driven the eagles elsewhere.

More numerous than the fishing eagles are the blue herons, which become specially active here in late August and September, though they are seen all summer long. These long legged waders haunt the shallows of the lake, standing patiently to watch for fish and frogs.

Their flight is one of the marvels of natural grace. The long neck is curved back into a Z and the legs are trailed below and behind, while the great shelllike wings now flap slowly, now stand out motionless as the bird soars. The heron, high in soaring flight, makes a hieroglyph of beauty against the still, bright evening sky at the end of a serene September day.

An unexpected sight on this lake only a few days ago was the sudden appearance of two feathered fishermen probably from the Arctic. They were snowy gulls of small size and soared and dived and floated within a few hundred yards of a passing boat. Their stay was short, not more than forty-eight hours perhaps, and there is small doubt that they were migrants.

From here to the Canadian line is less than seventy miles as the crow flies, and the gulls no doubt made this little lake a place of pause and refreshment on their way south from Hudson Bay. They were an angelic apparition with their stainless plumage, and their flight suggestive of tireless grace and ease.

Among the amphibious fishermen of the region the otter is perhaps the rarest seen. His sleek, wet, shiny black head is a tempting aim to the hunter, and the race is almost extinct in the more easily accessible parts of the wilderness. As a fisherman the otter is unsurpassed, and his habits are a delightful study, for he is given not only to business but to sport.

It is the pickerel that makes greatest havoc among the smaller fish of this lake. Osgood was once a trout lake, but trout are never caught here now. Meanwhile the pickerel have been steadily multiplying for years past.

When caught and cleaned they betray the food by which they exist. It is partly weed, but also it is other fish. A small pickerel, weighing less than a pound and a half, was found to have in his stomach a partly digested chub, about four inches long. As pickerel weighing above nine pounds have been caught in Osgood this summer, it is plain that much larger fish than the four inch chub must help to feed them. There are times when whole schools of small fish are seen to leap out of the water at the same instant, and there is little doubt that these demonstrations occur when a big pickerel is in active pursuit of prey.

SPAIN'S CANNY RAILROADS.

Visitors Have to Pay for a Ticket Merely to Go on the Platform.

In Spain the railroads do not lose a chance to make a little profit, even in the case of the non-travellers. When you see somebody off in that country you must pay for the privilege.

The railroads all sell *billetes de anden*, which are good for the platform only. These cost generally five centimos, equivalent to a cent in American money.

Just why this is done it is hard to see, because persons entering a train cannot very well avoid the conductor, who is always making trips to inspect the carriages. If a person attempted to steal a ride in a carriage he would have small chance of getting away with it. If caught he would have to pay a penalty of just twice the fare between the point where he was discovered and the point where tickets last were inspected.

Helmet's Moral Grandeur.

Advertisement in Lagos Standard

Owode's well known dress helmet, khaki color, with puggaree to match, is shaking the top hat from its pedestal. It is the latest and fashionable headquarter specially adapted for frock, morning, and other kind of gent's apparel. The moral grandeur of this helmet cannot be estimated.